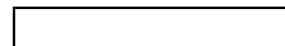
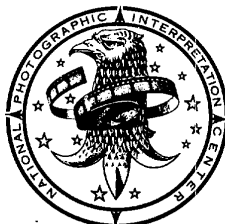


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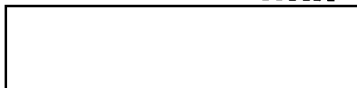


**NATIONAL
PHOTOGRAPHIC
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CENTER**



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**KUYBYSHEV EXPERIMENTAL AIRCRAFT
ENGINE PLANT
KRASNAYA GLINKA 2**



**STRATEGIC WEAPONS INDUSTRIAL FACILITIES
USSR
NOVEMBER 1968**

Declass Review by NIMA / DoD

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INSTALLATION OR ACTIVITY NAME

COUNTRY

Kuybyshev Experimental Aircraft Engine Plant Krasnaya Glinka 2

UR

UTM COORDINATES

GEOGRAPHIC COORDINATES

NA

53-21-09N 050-11-58E

MAP REFERENCE

SAC. USATC, Series 200, Sheet 0165-17, Scale 1:200,000

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ABSTRACT

The Experimental Aircraft Engine Plant Krasnaya Glinka 2 in Kuybyshev is one of the major Soviet aircraft engine research and development facilities. The research and development have been involved with both turboprop and jet engines. The most recently reported design and probable development program at the plant is for the Soviet supersonic transport. The physical capacity for engine prototype production and testing has tripled since [redacted]. The latest construction, including a new engine test building and a large assembly building, was nearly complete when the plant was observed on photography [redacted]. The projected programs related to this construction cannot be determined [redacted].

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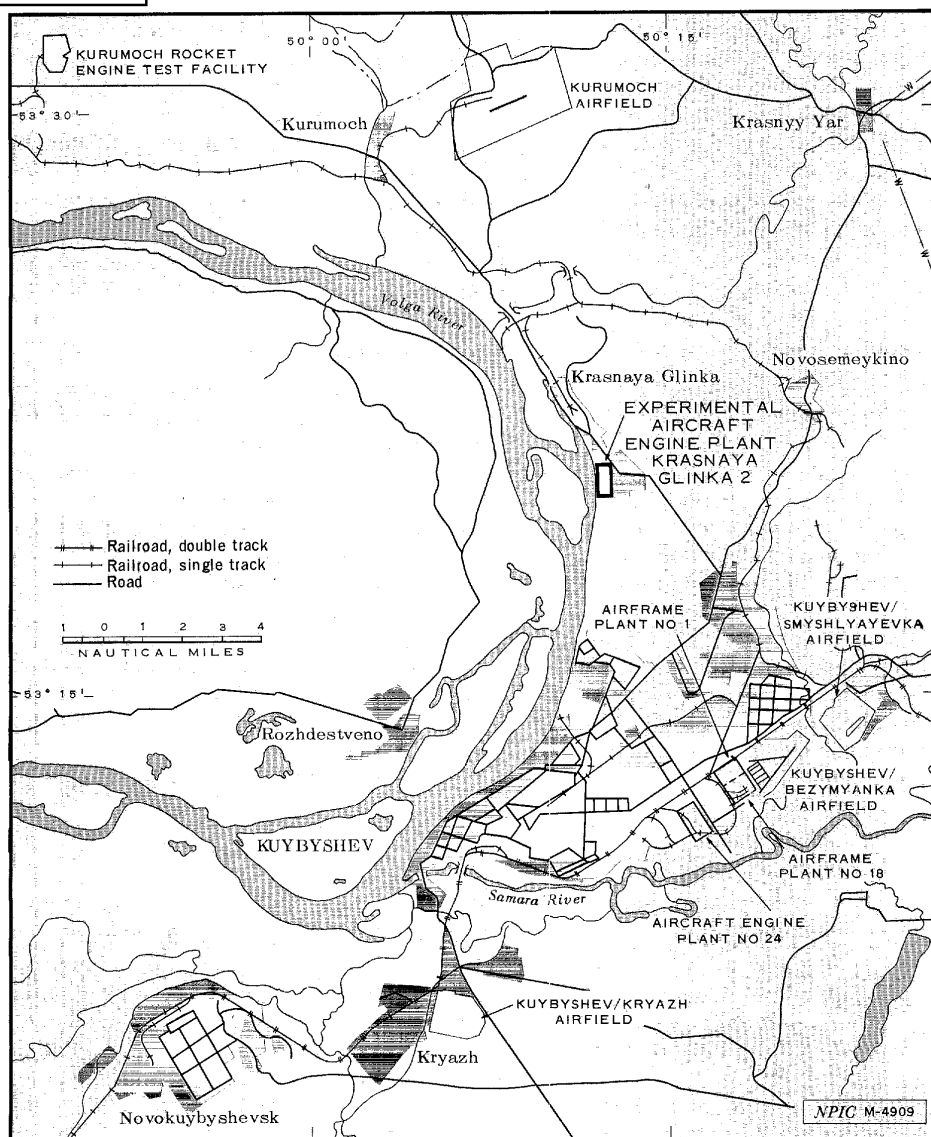


FIGURE 1. LOCATION OF EXPERIMENTAL AIRCRAFT ENGINE PLANT KRASNAYA GLINKA 2 IN KUYBYSHEV, USSR.

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from photographic evidence alone. However, it can be speculated that the planned program or programs may be associated with the nearby Kuybyshev Aircraft Engine Plant Frunze 24 and/or the Kurumoch Rocket Engine Test Facility.

INTRODUCTION

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The plant is situated on high ground on the east bank of the Volga River, 8 nautical miles (nm) north of the center of the city of Kuybyshev (Figure 1). A large residential area borders the east side of the plant, and a ravine parallel to the plant's south perimeter also extends up along portions of the west and east sides of the plant. Any further extension of the plant premises would probably have to be to the north.

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Krasnaya Glinka 2 could be associated with any plant related to the Soviet aircraft industry, since it is an aircraft engine research and development facility. The nearby Kuybyshev Aircraft Engine Plant Frunze 24 has been identified as a production facility for aircraft engines developed at Krasnaya Glinka 2. 1/ The latter also may have an association with the Kurumoch Rocket Engine Test Facility 17 nm to the northwest.

The Experimental Aircraft Engine Plant Krasnaya Glinka 2 is one of the major Soviet aircraft engine research and development facilities. The research and development work has been involved with both turboprop and jet engines. It is a prototype production and test plant, and has been identified as the special design bureau (OKB) of N.D.

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BASIC DESCRIPTION

Physical Features

The plant covers approximately 100 acres. For the purpose of this report, it is divided into three functional areas (Figure 2). The first area, the design and production area, is the oldest part of the plant. The buildings contain laboratory, engineering, shop, and assembly sections for the design and production of prototype aircraft engines and possibly of rocket engines or rocket-engine components. Heating facilities and a probable messhall are also in this area. The second area is the test area, at the south end of the facility. It has four engine test buildings and a total of 20 test cells, plus two probable test cells. An additional building is identified as a probable engine test building with one test cell. The test area also has two administration and engineering buildings, a large shop and warehouse building, a substation, and fuel storage and distribution facilities.

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All materials are apparently delivered to or dispatched from the plant by road, as there is no rail service to the facility.

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a building (item 25, Figure 2) was reportedly built for use as a research facility to support the construction of a hydroelectric power plant on the nearby Volga River. the hydroelectric project was canceled, and the building was converted to a weapons manufacturing plant. 3/ On photography it is observed that the plant consisted of the large shop and component assembly building (item 25), the laboratory and engineering building (item 17), the shop and assembly building (item 21), the warehouse (item 20), the shop building (item 26), a section of the steamplant (item 24), and the administration and engineering building (item 30).

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design, prototype production, and testing of aircraft engines. [redacted] all German technical personnel had been repatriated or sent to other facilities in the USSR. 5/

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A temporary engine test building with four test cells was reportedly constructed [redacted] in the vicinity of the present utility building (item 34). 6/

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The temporary building was razed, probably [redacted] by which time two new engine test buildings (items 42 and 43, Figures 2 and 3) were reportedly operational. 3/ Supporting facilities constructed for these two new engine test buildings include a control and voltage switching building (item 36, Figure 2) and a substation, which were probably operational [redacted] 3, 7/ and a fueling facility (item 51), which was reported to be complete [redacted] 3/ An engine test building at Kuybyshev Aircraft Engine Plant Frunze 24, constructed [redacted] is very similar to one

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Other construction accomplished [redacted] includes additions to the shop assembly building (item 21), the steamplant (item 24), the shop and component assembly building (item 25), and the shop building (item 26); and construction of a large shop and assembly building (item 18) and several small utility buildings.

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Construction [redacted] was directed principally toward expansion of the plant's testing capacity. Twelve new test cells were added with the completion of another engine test building (item 33, Figures 2 and 3). A small probable engine test building (item 48) was also completed. The construction of two storage tanks (item 55) provided an additional fuel storage capacity of approximately 388,600 gallons. A shop and warehouse building (item 37) with a receiving section served by an overhead traveling crane was constructed, indicating a capability of handling a large quantity of heavy articles. In addition, an administration and engineering building (item 31), of comparable size to the adjacent administration and engineering building (item 30), was constructed. Other construction during this period includes a probable steamplant (item 16), a probable shop building (item 32), a test support building (item 46), and a storage building (item 28); renovation of the laboratory and engineering building (item 17); and additions to the shop and assembly buildings (items 18 and 21).

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Operational Functions

Design and Production Area

The basic function of this area is the design of aircraft engines and the production of prototypes of these designs. Design functions are probably performed in the laboratory and engineering building (item 17), and component production and prototype engine assembly probably take place in four other buildings (items 18, 21, 25, and 26).

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Test Area

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The newest engine test building (item 44, Figures 2 and 3), which was not complete [redacted] will probably become operational concurrently with the large assembly building (item 14, Figure 2) at the north end of the plant. The shop and warehouse building (item 37), initially under construction [redacted] was apparently constructed to support the new programs planned for the plant. This building probably handles the receiving and dispatching of materials in support of the test area, as well as functioning as a shop.

The new cooling tower (item 45) may supplement the old cooling tower (item 39) in supplying cooling water for additional test cells.

New Plant Area

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The area of new construction at the north end of the plant, which may be associated with a new program, is centered around the large assembly building (item 14). The concrete batch mixing plant (item 13) was present on [redacted] photography [redacted] possibly indicating anticipation of construction of the assembly building. The construction in the new plant area appears to be related to the construction in the test area. The function of the construction on the west side of the new plant area cannot be determined as yet.

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Security

Security measures do not appear to be extensive. There is a wall or board fence, which may be topped by barbed wire, around most of the perimeter of the plant. However, during construction periods, segments of the wall or board fence have been dismantled to allow for construction work. There are two guarded entrances, one on the east side and one at the north end of the design and production area.

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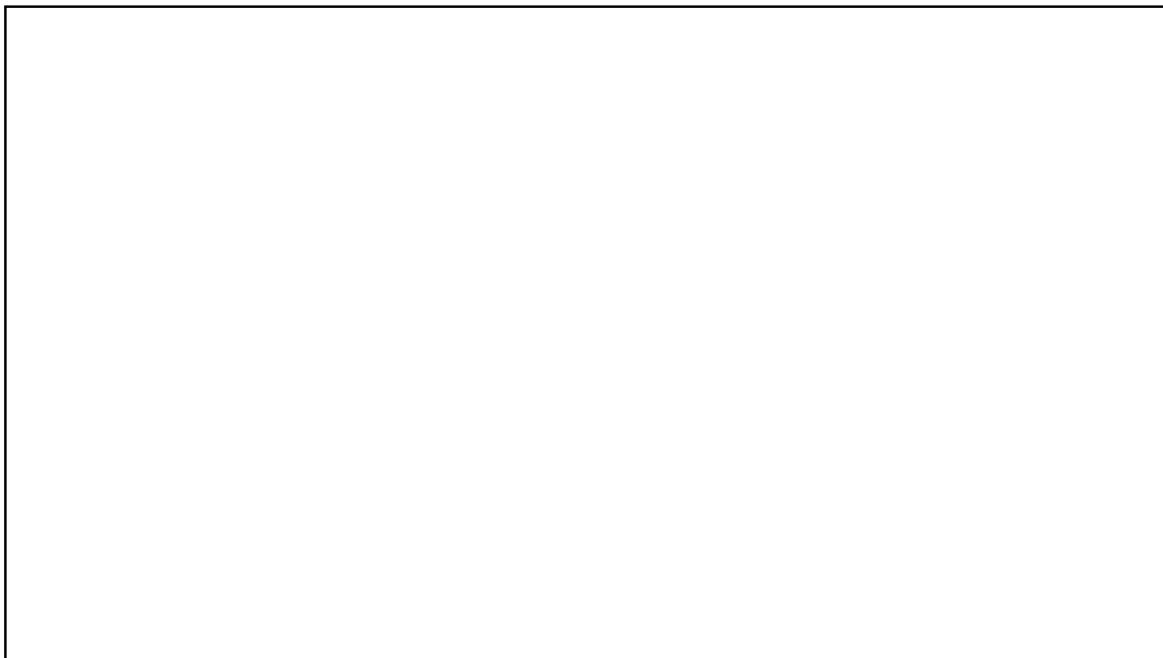
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MAPS OR CHARTS

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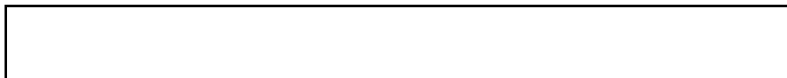
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REQUIREMENT

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